Amendments to the Claims:

This listing of claims will replace all prior versions, and listings of claims in the application:

1. (Currently amended) An aircraft having a fuselage comprising an outer skin, said aircraft comprising:

~~Cargo deck for~~ a cargo compartment of ~~an~~ said aircraft ~~with an outer skin~~, said cargo deck being adapted to receive loads and comprising a plurality of floor modules, which are fixed within the cargo compartment and define said cargo deck, and

a plurality of longitudinal ~~beams~~ profiles attached to said outer skin ~~on which said floor modules are mounted~~, and

a plurality of intermediate elements, wherein

each of said floor modules comprises a plurality of transverse beams that extend across of a width of said aircraft, each end of said transverse beams resting on an upper surface of a respective one of said longitudinal profiles;

each of said floor modules comprises a plurality of profile elements that extend in a longitudinal direction of said aircraft along a respective upper surface of at least one of said floor modules, said profile elements providing a mount for at least one element selected from the group comprising transport rollers and latches, said plurality of profile elements comprising at least one peripheral profile located at an edge region of the respective floor module proximate to said outer skin; and

said at least one peripheral profile is connected to said outer skin by means of at least one of said plurality of intermediate elements such that forces in said longitudinal direction of said aircraft are transferred from said at least one peripheral profile to said outer skin, whereas forces perpendicular to said longitudinal direction of said aircraft are transferred only very slightly to said outer skin by said intermediate elements.

~~said floor modules are attached to said longitudinal beams in such a way that substantially no forces acting in a longitudinal direction of said aircraft can be transferred from said floor modules into said longitudinal beams.~~

2. (Original) Cargo deck according to claim 1, wherein a plurality of ribs are fixed to said outer skin, and said longitudinal beams are fixed to said ribs.

3. (Original) Cargo deck according to claim 1, wherein said longitudinal beams are comprised of a material that has a coefficient of thermal expansion which corresponds substantially to that of said outer skin.

4. (Original) Cargo deck according to claim 1, wherein at least one of said longitudinal beams and said ribs comprise at least one of bores, rapid-closure elements and similar fixation devices for attachment of the floor modules thereto.

5. (Cancelled)

6. (Original) Cargo deck according claim 1, wherein a pair of said longitudinal beams is connected to said floor modules.

7. (Original) Cargo deck according to claim 1, wherein said floor modules each comprise at least one transverse beam connecting said floor module to said longitudinal beams.

8. (Previously presented) Cargo deck according to claim 2, wherein

said floor modules each comprise at least one transverse beam connecting said floor module to said longitudinal beams, and

said transverse beam having at least one supporting foot configured and adapted to be fastened to a fuselage of said aircraft at a bottom region of said aircraft.

9. (Original) Cargo deck according to claim 4, wherein at least one of said ribs and said longitudinal beams comprise fixation elements that are attached to one of said ribs in a zone between said outer skin and an edge region of the ribs that is directed into the cargo compartment, and said edge region of said ribs that do not define bores.

10. (Original) Cargo deck according to claim 1, wherein said modules are decoupled from one another with respect to forces acting in the long direction of the aircraft.

11. (Withdrawn) Method of installing a cargo deck in an aircraft composed of multiple barrel-shaped fuselage sections of an outer skin, comprising the steps of a) providing a plurality of floor modules; b) providing a plurality of longitudinal beams each with a means for attaching said floor modules to the longitudinal beams; c) fixing said longitudinal beams within said fuselage sections of said aircraft; d) inserting said floor modules into said fuselage sections and attaching them to said longitudinal beams.

12. (Withdrawn) Method according to claim 11, wherein said longitudinal beams each have a length no greater than that of said fuselage section within which it is located.

13. (Withdrawn) Method according to claim 11, wherein said transverse beams comprise feet and a plurality of ribs are fixed to said outer skin, and comprising the additional steps of e) fixing said feet of said transverse beams to said ribs.

14. (Withdrawn) Method according to claim 13, comprising the additional steps of providing wall and ceiling lining elements, pushing same into said fuselage sections and fixing same in position therein.

15. (Withdrawn) Method according to claim 11, wherein after assembly of said fuselage sections, each of said floor modules is loaded into said aircraft through a cargo-compartment door, transported to its destination, and fixed in position.

16. (Withdrawn) Method according to claim 11, wherein prior to the step d) said floor modules are provided with conductor means through which at least one of fluids, electrical current, and an electrical lead can pass, and said conductor means are connected to one another after the step c).

17. (Withdrawn) Method according to claim 13, wherein at least one of parts of floor panels, ball mats and similar deck sections for said floor of the modules are fixed to said floor modules after the step e).

18. (Currently amended) A cargo deck assembly for providing a cargo deck for a cargo compartment of an aircraft, said aircraft having a fuselage with an outer skin, comprising:

a first longitudinal beam configured and adapted to be mounted to said fuselage proximate to said outer skin such that said first longitudinal beam extends, in a longitudinal direction of said aircraft, along a first side of said cargo compartment;

a second longitudinal beam configured and adapted to be mounted to said fuselage proximate to said outer skin such that said second longitudinal beam extends, in a longitudinal direction of said aircraft, along a second side of said cargo compartment opposite said first side of said cargo compartment; and

at least one floor module having a first end and a second, opposite end, said floor module being configured and adapted to be mounted in said aircraft such that said first end rests on an upward-facing surface of said first longitudinal beam and said

second end rests on an upward-facing surface of said second longitudinal beam, wherein

each of said floor modules comprises a substantially planar upper surface that extends from a location proximate to said first longitudinal beam to a location proximate to said second longitudinal beam..

19. (Previously presented) The cargo deck assembly of claim 18, wherein said floor module is configured and adapted to be mounted in said aircraft such that said first end rests on said upward-facing surface of said first longitudinal beam and said second end rests on said upward-facing surface of said second longitudinal beam when each of said first and second longitudinal beams is mounted to said fuselage at a location that is proximate to an upper, cargo-bearing surface of said at least one floor module when said at least one floor module is mounted in said aircraft.

20. (Currently amended) A cargo deck assembly for an aircraft having a fuselage, comprising:

a first support element;

a second support element; and

at least one floor module comprising a transverse support element and at least one cargo deck floor element, wherein

~~said transverse support element spans across an interior width of said fuselage in a direction substantially perpendicular to a longitudinal direction of said aircraft,~~

said transverse support element has a first end and a second, opposite end,

said first end is mounted to said fuselage solely via said first support element, ~~and~~

said second end is mounted to said fuselage via said second support element.

21. (Previously Presented) The cargo deck assembly of claim 20, wherein at least one of said first and second support elements is formed integrally with said fuselage.

22. (Previously presented) The cargo deck assembly of claim 20, wherein at least one of said first and second support elements is a beam mounted to said fuselage so as to extend in a longitudinal direction of said aircraft.

23. (Previously presented) The cargo deck assembly of claim 20, wherein said first support element matingly receives said first end and said second support element matingly receives said second end.

24. (Previously presented) The cargo deck assembly of claim 20, wherein each of said first and second support elements has an upward-facing planar surface and said transverse support element has a downward-facing planar surface at each of

said first and second ends, said downward-facing planar surface at said first end supportedly resting on said upward-facing planar surface of said first support element and said downward-facing planar surface at said second end supportedly resting on said upward-facing planar surface of said second support element.

25. (Currently amended) An aircraft comprising:

a fuselage having an outer skin;

a cargo deck ~~having an upper,~~ comprising at least one floor module having a substantially planar, cargo-bearing surface that extends from a first end of said floor module to a second, opposite end of said floor module;

a first longitudinal beam mounted to said fuselage proximate to said outer skin and proximate to said ~~upper,~~ cargo-bearing surface, said first longitudinal beam extending, in a longitudinal direction of said aircraft, along a first side of a cargo compartment of said aircraft; and

a second longitudinal beam mounted to said fuselage proximate to said outer skin and proximate to said ~~upper,~~ cargo-bearing surface, said second longitudinal beam extending, in a longitudinal direction of said aircraft, along a second side of said cargo compartment opposite said first side of said cargo compartment, wherein

~~said cargo deck comprises at least one floor module having a first end and a second, opposite end,~~ said floor module being mounted in said aircraft such that said first end rests on an upward-facing surface of said first longitudinal beam and said second end rests on an upward-facing surface of said second longitudinal beam.

26. (Previously presented) A cargo deck for a cargo compartment of an aircraft with an outer skin, said cargo deck being adapted to receive loads and comprising a plurality of floor modules, which are fixed within the cargo compartment

and define said cargo deck, and a plurality of longitudinal beams attached to said outer skin on which said floor modules are mounted, wherein

said floor modules each comprise at least one transverse beam connecting said floor module to said longitudinal beams, and

said transverse beam having at least one supporting foot configured and adapted to be fastened to a fuselage of said aircraft proximate to a bottom region of said aircraft.

27. (Previously presented) The cargo deck assembly of claim 18, wherein transverse beam comprises at least two supporting feet configured and adapted to be fastened to said fuselage proximate to a bottom central region of said aircraft.

28. (Previously presented) The cargo deck assembly of claim 18, wherein

said at least one floor module has at least one transverse beam that spans across an interior width of said fuselage in a direction substantially perpendicular to a longitudinal direction of said aircraft, and

said transverse beam has a first end and a second, opposite end, said floor module being configured and adapted to be mounted in said aircraft such that said first end rests on said upward-facing surface of said first longitudinal beam and said second end rests on said upward-facing surface of said second longitudinal beam.

29. (Previously presented) The aircraft of claim 25, wherein said at least one floor module is mounted to said aircraft in such a way that substantially no forces acting

in said longitudinal direction of said aircraft can be transferred from said floor modules into said longitudinal beams.

30. (Previously presented) The cargo deck assembly of claim 20, wherein said transverse support element comprises at least one supporting portion that extends to a bottom portion of said aircraft.

31. (Previously presented) The aircraft of claim 25, wherein

said at least one floor module has at least one transverse beam that spans across an interior width of said fuselage in a direction substantially perpendicular to a longitudinal direction of said aircraft, and

said transverse beam has a first end and a second, opposite end, said floor module being configured and adapted to be mounted in said aircraft such that said first end rests on said upward-facing surface of said first longitudinal beam and said second end rests on said upward-facing surface of said second longitudinal beam.

32. (New) The aircraft of claim 1, wherein

a bottom surface of said at least one peripheral profile abuts an upper surface of said at least one of said plurality of intermediate elements.

33. (New) The aircraft of claim 1, wherein

said longitudinal profiles and said intermediate elements are manufactured from a sheet material.